

## PENNSYLVANIA R. R. TO TUNNEL

**UNDER BOTH RIVERS AND UNDER  
MANHATTAN ISLAND.**

### Underground Terminal Station for Joint Use of Pennsylvania and Long Island Roads—Electricity to Be the Motive Power Used—The Tunnel to Go Deep

As the advent of the new administration of city affairs approaches, announcement is made that the Pennsylvania Railroad will soon apply to the city for a franchise for a deep tunnel for an electric railroad under both rivers and under Manhattan Island to give the road a city terminal and to connect its lines with those of the Long Island Railroad. The plan includes a joint underground terminal station at Seventh avenue and Thirty-third street. The railroad company that will build

The tunnel road was not proposed yesterday, and the railroad company that is to connect the tunnel road, in New Jersey with the Pennsylvania Railroad lines is organizing. The news helps explain the announcement just made that so far as the Pennsylvania Railroad was concerned the proposal to bridge the North River had been relegated to an indefinite future, and the conclusion of the Pennsylvania Railroad authorities that a terminal tunnel can best be operated by electricity will be interesting to the New York Central people.

President Cassatt of the Pennsylvania Railroad Company made this statement yesterday:

"To accomplish this on a comprehensive plan the Long Island Extension Railroad Company will withdraw its application for a franchise to construct a new railroad and

and in lieu of such independent construction it is now proposed to build, under the charter of the Pennsylvania New York Extension Railroad Company, just organized, and a New Jersey railroad company, about to be organized, a through underground conduit between the Long Island Railroad

and the Pennsylvania lines in New Jersey, and to construct a proper and commodious joint underground terminal station in New York city for the Pennsylvania and Long Island roads.

"After years of exhaustive study, the conclusion has been reached that a tunnel line, operated by electricity, is in every way the most practical, economical and the best both for the interests of the railroad company and the city. The line as adopted will traverse the city of New York from the city hall to the Pennsylvania station."

underground throughout, and at such a depth as not to interfere with future construction of similar type by the city on all the avenues adjacent to the one now building along Fourth avenue.

"As the railroad will be wholly underground and operated electrically in the same manner as the recently constructed Orleans Railway Extension in Paris, it will not be objectionable in any way. There will not be any smoke, dirt or noise, and as all the surface area will be available after being utilized underground, for the intended purposes, the neighborhood of the

"The company has acquired the bulk of its property for its principal station and means to go forward in the acquisition of such additional properties as will be required, either by purchase or by condemnation, in the belief that the city authorities will make no application in a fair and equitable manner and as much as possible this much-needed improvement and great public convenience. Immediately upon the necessary authority being granted the work of construction will proceed and the whole line will be completed and put in

The incorporation papers of the Pennsylvania New York Extension Railroad Company filed at Albany yesterday give its capital as \$1,000,000 and state that it is organized to operate an undergrounded tunnel electric road from a point on the dividing line between the States of New York and New Jersey opposite that point of New York city between West Twenty-third and West Forty-fifth streets, at which point the railroad is to connect with a tunnel also authorized under the laws of New York.

The directors are: A. J. Cassatt, Thomas DeWitt Cuyler and Clement A. Griscom of Haverford, Pa.; John P. Green, of Rosemont, Pa.; Charles E. Fugh of Overbrook, Pa.; Sutherland M. Provost and W. H. Barnes of Philadelphia; Samuel Res. of Bryn Mawr, Pa.; and William H. Baldwin, Jr., of New York.

"It will be one of the greatest underground roads in the world," said one of the men, who are interested in the scheme last night. "It is purely a Pennsylvania Railroad scheme, but they and the Long Island folks have been at work on the plans for some time. Almost all of the land needed

station will be very large. At one end of it the Long Island Railroad trains will enter and leave under use of the station as if it were a regular Long Island Railroad station, while the westerly end of the station will be under the control of the Pennsylvania Railroad. The road that is to be incorporated under the laws of the State of New Jersey will seek for and obtain the right to build a tunnel from a point on the *delany* shore to the boundary line of the State and thence the company incorporated under the laws of New York will carry the

When asked whether the line of the tunnel was the same and parallel to Thirty-fourth street, the State's informant said he was not at Thirty-fourth street. He indicated, however, that it would be parallel to Thirty-fourth street and stated that the station there would be kind of through

The nation's first railroad, the Baltimore and Ohio, was chartered in 1827. The first train, consisting of a single locomotive and four passenger cars, was run on September 24, 1827. The railroad was built to connect Baltimore and Washington, D.C., and was the first to be built for the purpose of transporting passengers. The railroad was a major success, and it led to the construction of many other railroads across the country.

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